

Edinburgh Design Guidance: Spokes Response

Spokes strongly supports the ambitions within the Edinburgh Design Guidance to provide well designed, sustainable places to live. High quality place making can support liveable communities, sustainable transport choices and a good quality of life.

1.1.1

Reference should be made to specific examples within "Areas of poor urban quality". Particularly, examples of development that has failed to enable sustainable transport through poor quality urban design

1.5 Sustainable Transport

The content within 1.5 is strongly supported and will contribute towards creating a more liveable, pleasant city where people can safely, and sustainably travel.

1.5.1

"Transport Assessments and Statements"

It should be made clear that applicants are expected to provide detail on levels of cycle parking, in addition to car parking.

"Cycling - To encourage cycling, cycle routes should:"

Two additional bullet points should be added. It should be made clear that cycle routes are expected to be separated from pedestrians and vehicles. This is to provide a high level of service for all modes. It should also be stated that cycle routes should take priority over vehicle routes at conflict points.

e.g.

- Be separated from pedestrians and vehicles
- Be prioritised over vehicles at junctions and crossing points

"Mobility Hubs"

It should be made clear that mobility hubs are expected to enhance and enable sustainable transport, rather than simply providing car parking spaces, electric or otherwise.

1.5.4

"Cycle parking"

A particular mention should be added to locating cycle parking close to commercial units and other trip generators in mixed-use developments.

"Design of car parking"

End-on, and echelon parking, should also be avoided in the interests of road safety. Driver visibility of other road users, particularly cyclists, is heavily reduced when using these compared to parallel parking.

"Technical Guidance - Parking Standard Zones"

The parking standards, particularly in zone one, are strongly supported and will contribute to reducing vehicle dominance within the city. It should be considered whether additional areas of the city, such as high-density town centres, could be incorporated within zone one.

2.1 Mixed Communities

Mixed-use developments are supported, allowing people to live close to services and places to work. This helps reduce unnecessary journeys and improve quality of life. They also ensure a wide range of activity and natural surveillance throughout the day, making walking and cycling feel safer.

2.3 Healthy, Safe and Welcoming Environments

The use of active frontages to provide activity and natural surveillance is strongly supported. Cycle parking for commercial units should be located adjacent to active frontages and not located away at the side of premises or in service areas.

2.3.1

"Lighting"

It should be expected that well lit paths and streets are the default. It must be justified that lighting would provide an unacceptable impact on ecology for sections to not be lit.

Appendix 4: Example street layouts

Layout 1: The cycleway should be raised at the junction, mirroring Cycling by Design figure 5.3 ("Continuous cycle track and footway at side road layouts"). The presented situation is only recommended where it is not possible to deliver a more protected solution.

Layout 5: The incorrect tactile paving is used here. Tactile paving without a tail should be used, as the crossing point is not signalised.